

MÆRSK POST

2/1991



At the Annual General Meetings of Dampskibsselskabet af 1912 A/S and A/S Dampskibsselskabet Svendborg, I made the following statement:

"It would hardly be correct for me today to disregard the statement we recently issued with our Annual Report.

This organization was founded in 1904 with the establishment of A/S Dampskibsselskabet Svendborg with my father as Chief Executive and driving force, and his father, Captain P.M. Møller, as Managing Owner in the early years. In 1912 Dampskibsselskabet af 1912 was formed with my father as Managing Owner.

My father was active and remained Senior Partner until his death at the age of 88 in 1965. During the last many years I assisted him in the daily management, and matters had been so prepared that at his demise I assumed the senior chair, which I still occupy. All the time I have been efficiently and competently assisted by my partners and by others in the management and by our many able and conscientious employees.

So this is a family-founded and, since its inception in 1904, a family-led business.

I am now 77 and it is my duty, along with the Board and the Firm of A.P. Møller, the Managing Owner, to carefully prepare for the future. A duty which we all, of course, take seriously, bearing in mind our responsibility to the organization, to our business connections, our employees, our society, our culture and not least our shareholders.

The result of our deliberations was the announcement that Mr. Jess Søderberg will succeed me as Chief Executive Officer when, in a couple of years – I discontinue my activities in the daily management of A.P. Møller and that until that time Mr. Søderberg will be my deputy.

We have considered it important that the seniormost executive office is occupied by the same person for a long period. Mr. Søderberg, who is today 46, has the prerequisites to meet this requirement.

The so-called Shipowner Group will continue to consist of myself, Mr. Jess Søderberg and Mr. Ib Kruse.

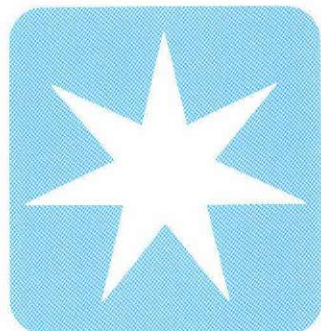
Mr. Søderberg's responsibilities will be extended in sundry ways as deputy. Mr. Kruse, whose contribution is outstanding, will also be given a greater area of responsibility by taking on sundry responsibilities which until now I have dealt with.

Personalities and working methods differ, and Mr. Søderberg's style will, without doubt, be different from mine. But the aim will be the same – to promote A.P. Møller and all its affiliated activities, to show constant care, to be second-to-none, to be profitable, to have the best, the most competent and most loyal employees – and to treat them properly."

This was the announcement I made at the Annual General Meetings. I appeal to all employees – support the present and impending future management in every way. Ensure that the name A.P. Møller keeps its prestige for many, many years. And ensure that the organization continues to flourish and to be profitable. Without profitability we cannot succeed.

MÆRSK MC-KINNEY MØLLER

MAERSK POST



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New ship: the "MC-KINNEY MÆRSK"

The "MC-KINNEY MÆRSK", new-building no. 132 from the Odense Steel Shipyard was christened on 2nd March 1991.

The sponsor was Mrs. Mary Thornton, wife of Mr. Dean D. Thornton, President of Boeing Commercial Airplanes of Seattle, USA.

M.s. "MC-KINNEY MÆRSK" is the tenth container vessel in the M-series, the last four of which are in the Majestic class.

The vessel is a giant, and is not only the largest container vessel in the world, but also one of the world's largest reefer vessels.

The vessel, which is more than 294 metres long and 32 metres wide, is pow-



On arrival at the Lindø Shipyard, the sponsor Mrs. Mary Thornton was welcomed by the Managing Director of Lindø, Mr. Kurt Andersen, and Lindø's "flower girl", Mette.



ered by the largest diesel engine in the world – a 12 cylinder MAN/B&W two-stroke engine, which generates over 60,000 BHP, providing a speed of over 24 knots when loaded.

The Shipping Company took delivery of the vessel on 11th March, and the "MC-KINNEY MÆRSK" has now gone into Maersk Line's liner service between Northern Europe and the Far East via the east and west coasts of the USA.

The "MC-KINNEY MÆRSK" has her home port in Skovshoved and is under the command of Captain Niels Beyer Nielsen with Henrik Rosholm Poulsen as Chief Engineer.

Mrs. Mary Thornton, Mr. Dean D. Thornton, President of Boeing Commercial Airplanes and the proud vessel, the "MC-KINNEY MÆRSK".

A niche in aviation



The forwarders' building at Copenhagen Airport is centrally located, and from the outside the two-storey building is not particularly impressive. If you look more closely, however, you can see streamers in the familiar Maersk Air colours stuck on a row of windows on the first floor. What the uninspiring exterior of the building cannot offer is more than made up for by the interior, however, as hidden behind the blue stickers, a small but extremely efficient group of people work.

The office is called Maersk Air Cargo, and the staff is employed almost 24 hours a day dealing with air freight – or, as Kim Schultz puts it: “We are here as long as the aircraft are here”.

A sound little business

The Cargo Department of Maersk Air was established eight years ago. Cathay Pacific – one of the major foreign airlines was looking for a sales agent in Scandinavia, and Maersk Air took the opportunity of showing what it could do in this area of aviation. The Cargo Department started up with a staff of only two, but today the number has grown to eight, with Kim Schultz as Manager.

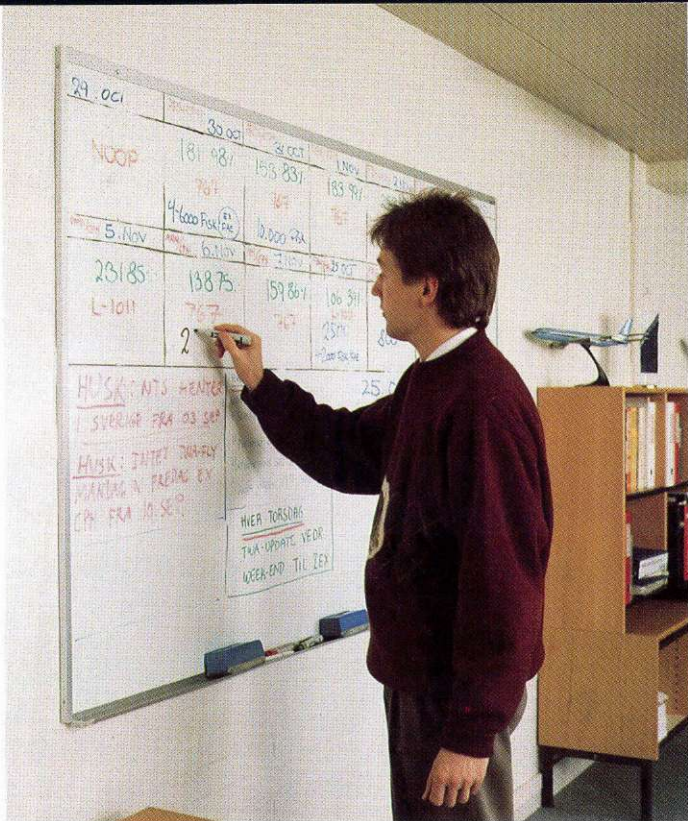
And time does not stand still in the department. On the contrary, it flies! In addition to Maersk Air's own routes, Maersk Air Cargo serves companies such as Trans World Airlines and Cathay Pacific. But that is not all. Parallel with this,

One of the nerve centres at Maersk Air Cargo is the booking section.

Maersk Air Cargo is in constant dialogue with other airlines attempting to establish General Sales Agent contracts.

The staff of Maersk Air Cargo all have experience from the air freight or shipping industries, and all have the ability of being able to visualize. They know the old story about how much a kilo of iron and a kilo of feathers weigh. Understanding of weight as opposed to volume is essential when an aircraft is to be loaded.

The sequence of events behind a typical



By means of the centrally-placed notice board, all the staff in the department are kept constantly up to date with the cargo capacity in the different aircraft.

Air Cargo is not the cheapest on the market but it offers top class service.

Progress for air freight

Maersk Air looks to the future with great confidence. At the same tempo as Maersk Air expands its network of routes in Europe, Maersk Air Cargo's freight capacity is increased. Furthermore, Maersk Air's new and operationally-economical Boeing aircraft is a watchword, not only on the passenger side, but also regarding air freight both at present and in the future. Regardless of whether it is Maersk Air's own aircraft or one of the aircraft for which the Cargo Department is sales agent, the loading and unloading of containers and pallets to and from the aircraft takes place rapidly and efficiently, as frequently the time available is only the 30 – 40 minutes it takes for the passengers to leave the aircraft.

Constant care and reliable delivery are the key words in the niche which Maersk Air Cargo fills at Copenhagen Airport as well as in the belly of the aircraft.

transportation job can be characterised as follows: A customer calls a forwarding agent to arrange the transport of a specific consignment of goods. The forwarding agent contacts Maersk Air Cargo in order to purchase some space for the customer's consignment on one of the aircraft for which the department is agents, or on one of Maersk Air's own aircraft. Another typical way of doing the job could be by making an agreement with an airline to purchase the entire capacity of the aircraft, and subsequently selling cargo space at the best possible price.

Maersk Air Cargo sells only capacity in the aircraft – it does not issue airway bills, but receives and distributes freight from 180 shipping offices in the Nordic countries via Cargo Center Copenhagen A/S. Maersk Air was one of the original promoters of the centre and is now a shareholder.

Maersk Air Cargo likes to describe itself as a kind of stock exchange within the air freight industry. In principle, there are never two identical contracts when the Cargo Department forwards consignments by air. The basic idea is that a product is sold best by making individual contracts.

Top service

The primary consideration in Maersk Air Cargo's sales initiatives is Maersk Air, followed by equal consideration of the companies for which the department works on a commission basis. But the sales argument is the high level of service. There is a great deal of travelling involved, as the department is not only a domestic sales agent, but also covers the Nordic countries.

Maersk Air Cargo is a great believer in the value of "the visibility factor", so the travelling sales consultants are seldom at

their desks in the forwarder's building. The target for market coverage in the Nordic countries has been fixed at six visits per year to each of the 180 shipping offices with which Maersk Air Cargo has connections.

Maersk Air Cargo's philosophy is "Perfect service is absolutely necessary, otherwise we would rapidly lose our customers". They have managed to achieve a reasonable price level combined with superior service, and experience shows that this combination is marketable. Maersk

Maersk Air Cargo is one of the many active partners when, for example, a Trans World Airlines aircraft is on the ground at Copenhagen Airport.



First oil production from Denmark's fifth oilfield

Mærsk Olie og Gas AS, in its capacity as operator for Dansk Undergrunds Consortium, has just put Denmark's fifth oilfield into production. On the afternoon of Thursday, 21st March 1991, the oil began flowing from the two horizontal wells in the new oilfield. The start of production marked at the same time the debut of an entirely new Danish type of platform, the STAR platform. This platform type was developed by Mærsk Olie og Gas and was built at the EOS shipyard in Esbjerg.

The three partners in DUC, A.P. Møller, Shell and Texaco have invested a total of DKK 450 million in the development of the Kraka Field.

The oil produced from the Kraka Field is sent from the unmanned platform through a 5 1/2 mile long 10-inch pipeline to the Dan Field, to be processed at the central processing plant. The new platform's operations are monitored from the control room at the Dan Field.

The oil in the Kraka Field is contained in tight layers of chalk, which means that production conditions are poor. This is one of the reasons that development of the field has taken so long. However, the development of the horizontal drilling technique in recent years and the introduction of the STAR platform have made it possible for production to be started up.

The field was actually discovered when DUC carried out the very first exploration drillings offshore which also resulted in the first oil find in the North Sea. The drilling "Dansk Nordsø A-1" took place in 1966.

The structure was given the name Anne, and when in 1986 DUC, after having put several other fields into production, submitted the development plan for the field, the future oilfield got its royal name Kraka after the wife of the Viking King, Regnar Lodbrog.

Mærsk Olie og Gas AS has further developed the horizontal drilling technique in the Dan Field, where it has turned out that by combining different techniques, an increased degree of recovery from the intractable chalk layers is possible. Horizontal drilling operations have consequently made it possible to produce approximately 10% of the oil estimated to be present in the geological structure. Previously it was believed that only 5 – 8 percent could be recovered.

The horizontal drilling technique has therefore been a decisive factor for the expansion of the new oil field.

Kraka is Denmark's fifth oil field in the North Sea. In the background (5 1/2 miles to the north), you can glimpse the Dan Field's platforms, where the oil from the Kraka Field is processed.



Billion investment in the Dan Field



In March A.P. Møller submitted a plan to the Ministry of Energy for large-scale development of Denmark's first oil field. The plan involves investments of approximately DKK 4 billion for the partners in Dansk Undergrunds Consortium, A.P. Møller, Shell and Texaco, and is to date the largest single project since the extension of the Dan Field in 1987. It is expected that the project will be completed during the period 1991 - 95.

The new development of the field includes the drilling of several new wells for production as well as for water injection, in addition to the construction of two entirely new platforms and the installation of a major permanent water injection plant. A total of 25 new wells are planned, and of these 18 are to be horizontal production wells, four are planned as horizontal water injection wells and three as conventional water injection wells.

Furthermore, 14 of the existing production wells are to be converted into water injection wells.

In order to accommodate the many new wells, a STAR platform with bridge connection to the Dan FA platform is to be installed, and the existing platforms are

to be extended. Finally, a flaring platform for the processing plant on Dan F is to be constructed.

Mærsk Olie og Gas AS, which is the operator for DUC, has for some years been carrying out water injection tests in the tight layers of chalk in the Dan Field.

The results of these tests have contributed to the decision of an increasing degree on water injection as a method of improving production. The new major water injection plant, which is to be placed in a new bridge module, will have the capacity to pump 120,000 barrels (approximately 17,000 tonnes) of water per day.

The existing drilling programme in the Dan Field, which includes seven horizontal wells, will be completed during the course of this year, and the plan is to continue with the new expansion projects immediately afterwards. In order to complete such a large-scale project as that proposed successfully, conditions can naturally occur which can mean changes while the work is going on, but based on earlier experience, the major part of the work in the field will be completed in the next four years.

Dan F from 1987 contains the Dan Field's central processing plant. Colossal technical developments have taken place, including those within the field of drilling techniques, since the first platforms on Denmark's first oil field were put into production in 1972.

Vigorous developments since 1972

The Dan Field has been on stream since 1972, but it has not been until the last few years that, due to horizontal drilling techniques, a more satisfactory rate of production has been achieved. Over the years, several billion Danish kroner have been invested in order to improve the field's productivity. The Dan F project, comprising three new platforms and 24 wells, was completed in 1987 and cost DUC approximately DKK 4 billion. The existing drilling programme alone amounts to about DKK 800 million. At present, production from the Dan Field is just under 30,000 barrels a day, and Mærsk Olie og Gas estimates that daily production with the new project can be brought up to about 50,000 barrels for some years.

The "ODIN" and the "THOR" to Svitzer



In connection with a strengthening of the bulk activities, Svitzer has taken delivery of two bulk barges, each with a carrying capacity of 14,000 ton. The two new-buildings will primarily be used in Svitzer's transportation of coal in the Baltic and North Sea areas, but the barges are designed and built for work in other areas and may be used for other cargoes. On Tuesday, 26th February, Svitzer's two new barges were christened at the Flensburg shipyard, Flensburger Schiffsbau-Gesellschaft.

One of the barges was christened the "ODIN" by the Chairman of the Board of Elkraft and Mayor of Gentofte, Mrs. Birthe Philip, and the other was christened the "THOR" by Mrs. Yvonne Edwards, wife of the Executive Director of the British Coal Corporation, London, Mr. Malcolm Edwards.

After a festive ceremony, Svitzer took over the "ODIN" which, accompanied by the tugboat, the "VALKYRIEN", went on her maiden voyage to Tallinn to load 13,200 tons of coal for the Amager Power Station and the H.C. Ørsted Power Sta-



The two sponsors photographed at the christening – Mrs. Birthe Philip and Mrs. Yvonne Edwards with the Chairman of the Board of Svitzer, Mr. Troels Dilling.

tion in Copenhagen. The "THOR" went on its maiden voyage on 29th April via Copenhagen to Tallinn.

Contrary to traditional barges the "ODIN" and the "THOR" are constructed with a streamlined hull. The barges are each 110.4 metres long, 21.00 metres wide and have a maximum draught of 8.75 metres. The hold is

Newbuilding, the "ODIN" decorated for the festivities at the shipyard in Flensburg.

The tugboat "VALKYRIEN" with the barge, the "ODIN", underway with 13,000 tons of coal.



American award to Mr. Mærsk Mc-Kinney Møller

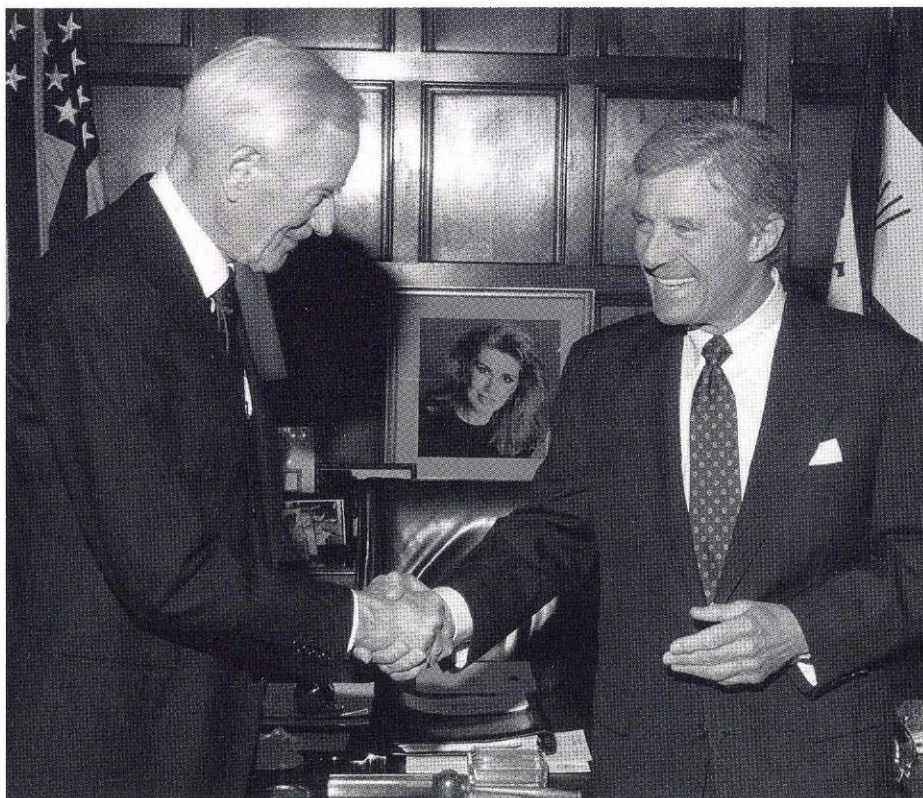
boxmapped with only one strongbeam. This, together with hydraulic hatch covers, that fold fore and aft, gives easy access with rapid loading and discharging. The total length of a tug and barge combination is 132.80 metres over all.

As part of their operations, the "ODIN" and the "THOR" will work in combination with two of Svitzer's older barges, the "MUNIN" and the "HUGIN", both with a carrying capacity of 9,500 ton.

On consecutive trips, Svitzer work out a schedule where one or more of the barges can be served by one tug, so crew and machinery can achieve high productivity through continuous operations, concurrent with one or more barges being loaded or discharged. The tug may carry out other works if a contract only requires one barge.

The three tugboats, together with Svitzer's other towing vessels, comprise the flexible fleet which is occupied on a daily basis with towing operations in Danish ports, transportation jobs using flat-top barges and assistance in cable-laying as well as carrying out of traditional towing jobs and salvage operations.

The "VALKYRIEN" and the barge, the "MUNIN", in the North Sea.



At a ceremony at the Department of Commerce in Washington on Tuesday 21st February 1991, Mr. Mærsk Mc-Kinney Møller was presented with the Peace and Commerce Medal by the Secretary of Commerce, Mr. Robert A. Mosbacher.

Among the prominent guests at the presentation were the Danish Foreign Minister, Mr. Uffe Ellemann-Jensen, the U.S. Ambassador to Denmark, Mr. Keith Brown, and representatives of the United States Department of Commerce and the Danish Embassy. The certificate of appreciation presented to Mr. Mærsk Mc-Kinney Møller was inscribed :

"To Mr. Maersk Mc-Kinney Møller, in recognition of your work in strengthening ties between Denmark and the United States through trade, educational and cultural exchanges, and the defense of freedom."

The Department of Commerce stated:

"Mr. Møller's great contributions in fostering friendship between the United States and Denmark include:

- taking a leading role in promoting U.S. exports through his company's major shipping interest in the United States;
- promoting mutual understanding and support of educational and cultural exchange; and
- working for the defense of freedom, inter alia, by directly contributing to U.S. efforts in resolving the conflict in the Gulf.

Mr. Møller is the first Danish recipient of this award and only the second recipient since the Bush Administration took office."

Cold work in the Land of the Midnight Sun

The polar nights are almost over in the most northerly town in Europe, Hammersfest. The sun's rays hit the tops of the mountains, but do not yet reach the surface of the sea.



Laying down the anchors from the »MÆRSK LEADER«.



The crew of the »MÆRSK LEADER« prepare to clear the snow off the deck during their stay at the Polar Base in Hammersfest.



In an issue of Mærsk Post ten years ago, Captain Aage Christensen wrote about his voyage on the »MÆRSK BLAZER« to Punta Arenas, which is in Tierra del Fuego on the southernmost tip of South America and is the most southerly town in the world. This winter, Aage Christensen was on the »MÆRSK LEADER«, on a trip to the most northerly town, Hammersfest in Northern Norway.

Bon voyage

At 8 pm on 10th January, the »MÆRSK LEADER« was put on charter to Norsk Hydro in Aberdeen. The bunkering was completed at 2.45 am, the pilot came on board at 4 am and at 4.20 am the vessel set course for the oil rig »POLAR PIONEER«, which had completed its work in the Troll Field off the coast of Norway (level with the Sognefjord) and was now on its way to a position 71 degrees 49 minutes north/ 20 degrees 26 minutes east, to drill Norsk Hydro's programme for 7120-2 on »Tromsøflaket«.

A look at the map reveals that the position is slightly west of the North Cape and at the same latitude. After completing the towing operation and laying down the rig's anchor, the »MÆRSK LEADER«, as the only supply vessel, solved a series of other problems while the »POLAR PIONEER« carried out the drilling operation.

One's immediate reaction is that it sounds a bit odd to drill several hundred kilometres north of the Arctic Circle in the depths of winter, when work is hampered by winter storms, arctic darkness and cold, but there is an explanation.

The waters up there are an important breeding area for cod, which has been the local population's basic means of subsist

ence for hundreds of years. Consequently, on account of the fish supply, drilling had to be completed by 20th March at the latest, and it was important that there were no delays.

It started very well

At 3 o'clock in the morning of 12th January, the »MÆRSK LEADER« had reached the »POLAR PIONEER«, and at 22.40 on the same evening, the towing operation was ready to begin. The vessel reported that the rig's dimensions were 116x89 metres, that the rig would contribute 9000 BHP during towing, that the operation was scheduled to start at noon the following day, and that the weather was good, but that there were warnings of fresh to stormy winds for the next three days.

The weather forecast was accurate. The noon report on 14th January stated that over the previous 24 hours, the towing operation had proceeded at a speed of 8 knots with a southerly wind of 40 knots from behind. The sea was 6.5 metres high and was expected to rise to 7 – 9 metres later. The rig had begun to ballast down to a draught of 19 metres in order to increase stability, and with an increased draught and high seas, there was no chance of sailing at a good speed.

The weather remained unchanged over the next few days. They sailed north, but only at a speed of 3.7 knots on account of the high sea, which had risen with the steady wind of 45 – 50 knots. The noon report on 16th January mentioned waves of 13.9 metres high, but noted optimistically that »they are not so bad« as a change was in sight. From 20th January onwards, the storm winds from the south were to be succeeded by a real storm from the west or north west.

A little window in the weather

A window in the weather is a break in otherwise hard weather. On Wednesday, 24th March there was a chance of a window in the weather, and consequently an opportunity to finish the work. With this the »MÆRSK LEADER« ought to be able to reach its destination and be ready to lay down the rig's anchors. For once, the weather forecasters were too pessimistic. On Sunday, 20th, the wind was force 9, but on the other hand, the west wind resulted in 10-metre high waves abeam and a heavy sea was running. This limited the cook's scope with Sunday dinner, and the »MÆRSK LEADER« continued towards the North Cape at a speed of 3.5 knots.

On 22nd March the towing vessel reached the final position, where it remained for two days while the weather slowly improved. The meteorologists' predictions proved correct. At noon on 24th the windforce was down to 7, and at 5.55 pm the vessel could start on the anchor manoeuvres. After having positioned five of the rig's anchors, the »MÆRSK LEADER« was forced to interrupt her work at 22.10, as the sea rose again. On the following morning the wind was observed at 45 – 50 knots with a force of 55 knots and a snowstorm blew up. It was not until the following morning that the weather had improved enough for work to be resumed, and in the course of three hours, the last anchors were positioned. It happened at the last minute, as otherwise the consistently bad weather during the following two weeks would presumably have delayed the entire operation. In that case it could not have been completed before 20th March, when the fishermen again took over their old domain from the oil people.



The Polar Base

After having unloaded the deck cargo from the rig, course was set towards the Polar Base at Hammersfest, which was to be the vessel's home base for the next two months. After a trip of 16 days' duration, with winds of between 7 and 10 knots, and with a rig of 40,000 displacement tons on tow, the »MÆRSK LEADER« arrived on 27th January at 6 am. The Norsk Hydro staff gave the vessel the title: »The »MÆRSK LEADER« – Number 1 in Towing«.

Hammersfest, as the most northerly town in the world, has about 7000 inhabitants. There is a fish canning and freezing factory in the town and a hospital, and these two are the only major workplaces. If anybody wants to take a job in the nearest large town, it is 1100 kilometres by air to Trondhjem. Otherwise the only possibilities are fishing or tourism. The former has been seriously affected by the fishing quota system, and the latter only exists in the summertime when tourists come to the Land of the Midnight Sun.

The end of the Polar nights

When the »MÆRSK LEADER« reached port it had been over two months since the sun had set and the polar nights had begun. Even though the northern light is magnificent, it does not attract many visi-

tors. Around noon there were a couple of hours of twilight as an indication that the long night was about to be over. On 30th January, according to the almanac, the sun should appear on the horizon, but because of cloud, the first real sight of the sun was on 4th February. It was celebrated as a festive occasion, and the children were given a day off school.

The crew of the »MÆRSK LEADER« were also present at the 100 year jubilee of the Electricity Company. It was celebrated with an outdoor promenade concert despite the cold. Hammersfest was actually the first town in Europe to get electric street lighting, which is perhaps not so surprising for a town which is dark so much of the time.

A cold winter climate

Thanks to the Gulf Stream, the port is always free of ice, but in spite of the warm currents, one is in no doubt about where one is. Even during this year's mild winter there were many falls of snow, gale-force winds and temperatures of about minus 10 degrees, just as when the »MÆRSK LEADER« took part in oil spillage exercises on 20th – 21st February. The wind was force 10 and it was minus 8 degrees when the vessel left the Polar Base. Fortunately the weather improved before the exercise area was reached,

Snowstorm at the Polar Base in Hammersfest.

otherwise the combination of wind and frost would have made it a cold experience.

»But in spite of the hard work and the cold, it was really a fantastic experience«, says the vessel's captain, Aage Christensen. »There is something special about being able to experience »the ends of the earth« and such magnificent scenery«.

As a result, Aage Christensen is spending his summer holiday in Hammersfest, so that he can see what it is like in its summer finery and experience the midnight sun, instead of seeing it under a blanket of snow and in darkness at noon.

Work done

On 24th March the »MÆRSK LEADER« again began to tow the »POLAR PIONEER« and headed south, this time with Captain J. Køller Pedersen in command, and under weather conditions which were not so harsh – windforce 6-8. At 10 am on 3rd April, the rig was delivered to a position near the Ekofisk Field, 130 sea miles west of Thyborøn.

The motif on the glass mosaic, the triumphant Christ figure from the Jellinge stone, was chosen in order to point out that this church is Danish.



The Danish Church in Husum – a spiritual landmark

On 10th February, the Danish community in Husum, South Slesvig got its own church.

At 9 am, the Danish flag was raised at the church, and a few minutes later Bishop Olav C. Lindegaard, who is President of the Danish Church abroad, could begin the dedication ceremony. Husum has dreamed of having its own church for a great many years now. Since 1950 the community has rented the German Abbey in Husum, but it has not always been easy to hold services in a rented church. Even though the collection box was sent around every time a religious service was held, the chances that the money collected would stretch to the building of a new church were not very great.

The new church is a gift from the A.P. Møller and Chastine Mc-Kinney Møller Foundation, and the dedication ceremony was held in the presence of His Royal Highness Prince Joachim, the Danish Minister of Ecclesiastical Affairs, Mr. Torben Rechendorff, the Chairman of the Foundation, Mr. Mærsk Mc-Kinney Møller and more than 200 specially invited guests.

The Danish Church in Husum stands on a modest plot of land, which was placed at its disposal by the Husum Danish School. Now the church, the vicarage and the school are together at the same location.

The design of the church was a combined effort on the parts of the architect, Alan Havsteen-Mikkelsen, the Parish Council for the Danish community of Husum and the surrounding area, the Rev. Olavur Rasmussen, the rural dean, Christian



The motif on the triptych is "Jesus calms the storm". The picture was painted by the Faroese artist, Zacharias Heinesen, and the choice of a Nordic artist emphasizes Slesvig's links with the Scandinavian countries.

Karstoft, and the A.P. Møller and Chastine Mc-Kinney Møller Foundation. The ground area of the church is 180 square metres and includes, apart from the interior of the church itself, a porch, a cloakroom and a sacristy. The building is octagonal, a design which reduces the width of the building from a purely visual point of view.

The interior of the church is simple and light. The white walls ascend to join the broken lines of the blue ceiling. This vaulted wooden ceiling is faced with tiles and is in the shape of the bottom of a ship. The ridge of the church forms the keel of the ship, and the blue colour has been specially chosen to give the feeling of infinity and heaven.

The construction of the church was carried out rapidly and efficiently. It took only seven months from the moment the first spadeful of soil was dug out until the church was ready, and a fortnight later

the dedication ceremony could take place.

The church is extremely beautiful in its simplicity. It is light and airy, and has a warm and friendly atmosphere. Even though the design is modern, there is something timeless and classical about it, so that one is in no doubt that one is present in a church.

"It is of great spiritual importance to us in the area that the church is a gift from a Dane", says the Danish minister in Husum, Olavur Rasmussen.

"It is obvious that the idea behind this church was that it had to be a light and cheerful place of worship. I can see it on the faces of the people who come here - they think it is wonderful to be able to worship here in these surroundings. The church also has great significance for the young people about to be confirmed. Previously, they never talked about the church, but now they do," says Olavur Rasmussen.

In his speech at the ceremony on 10th February, Mr. Mærsk Mc-Kinney Møller said: "The church has neither the size nor the location to be seen from a great distance. It cannot, like so many other Danish churches, serve as a landmark. I hope, however, that a bright, clear star may always shine on this church, and that it may become an enduring focal point and bring great joy to the Danish community in Husum."

It is not just a church which has been built in Husum, a piece of Danish culture has also been preserved in the area.

*Inserted photo:
The interior of the church is simple and light.*



A beautiful glass mosaic has been placed over the main door at the entrance to the church. It was made by the father of the architect, Sven Havsteen-Mikkelsen and the glazier, Mogens Frese.



Maersk Line transports Isamu Noguchi sculpture to Louisiana Museet



When the sculpture "The Queen of Spades" was placed in its garden, it was the fulfillment of a long-standing wish on the part of Louisiana Museum of Modern Art in Humlebæk, Denmark. The sculpture was a gift from the Japanese-American sculptor, Isamu Noguchi, who was a great admirer of the Louisiana Museum and, in recognition of the significance of the donation, "The Queen of

Spades" was transported free of charge from Tokyo to the museum by Maersk Line.

Isamu Noguchi was born in Los Angeles in 1904. His father was the Japanese poet, Yone Noguchi, and his mother the American poet, Leonie Gilmore. In his youth Noguchi studied in New York, but later decided to move to Japan, where he lived and worked on the island of Shikoku, from where his family originated. He died on 30th December 1988.

The Director of Louisiana, Steingrim Laursen personally chose "The Queen of

Spades" from among many other Noguchi works when he visited Shikoku last Spring. It must be admitted that the Japanese-inspired sculpture fits in beautifully in Louisiana's garden, which has always been characterised by Japanese lines and Japanese architecture.

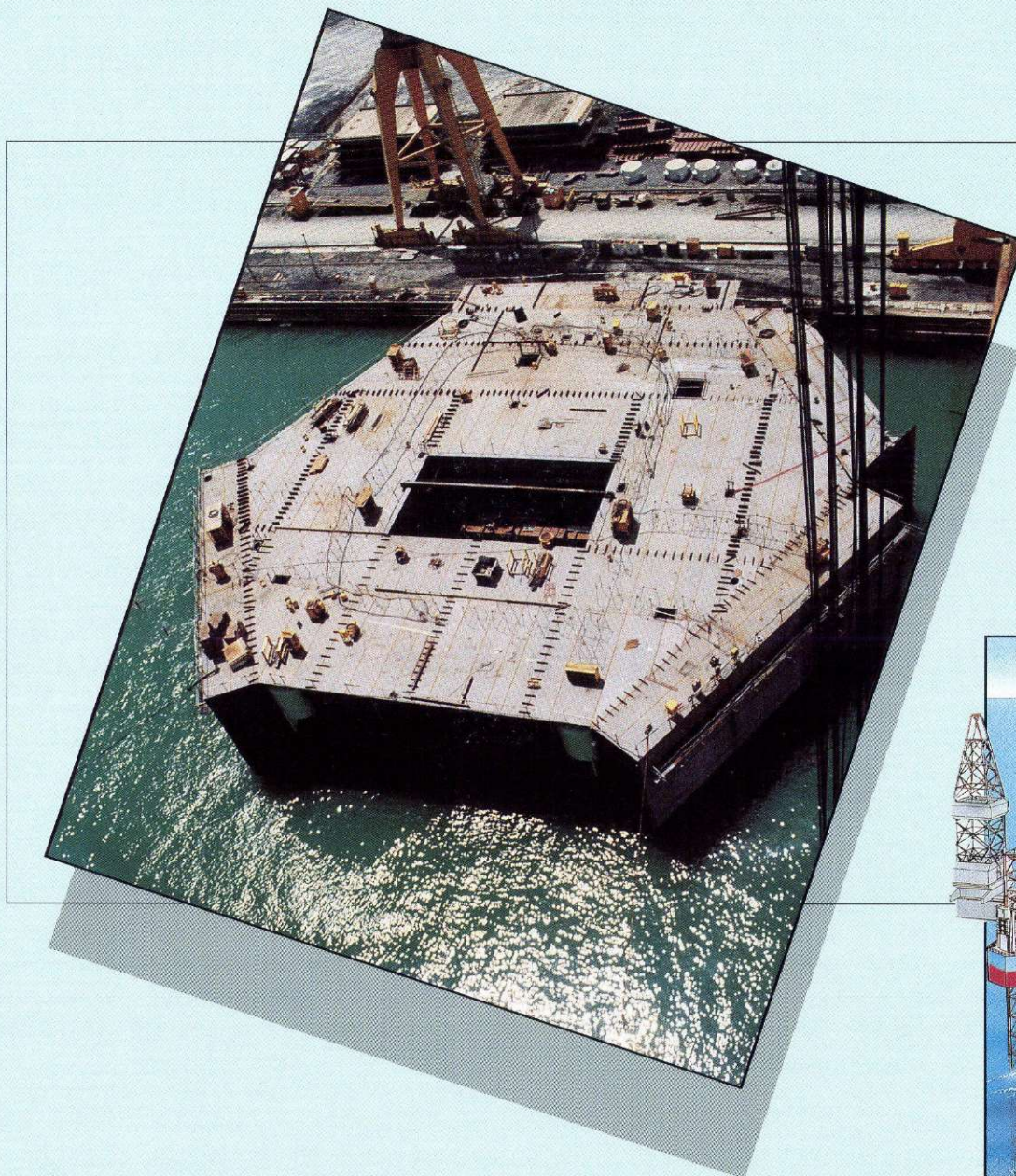
The gift from Noguchi was taken on board the "LEDA MÆRSK" on 26th December 1990, and Maersk Line in Tokyo had taken great care in the packaging of the sculpture and its base, which weighed a total of 6 tons. On 25th January 1991, "The Queen of Spades" was unloaded in

The shipment and transport of "The Queen of Spades" was undertaken by Maersk Line, Tokyo. The sculpture is in granite from the quarry near the Noguchi family home, and the base is made of stone from Osaka Castle.

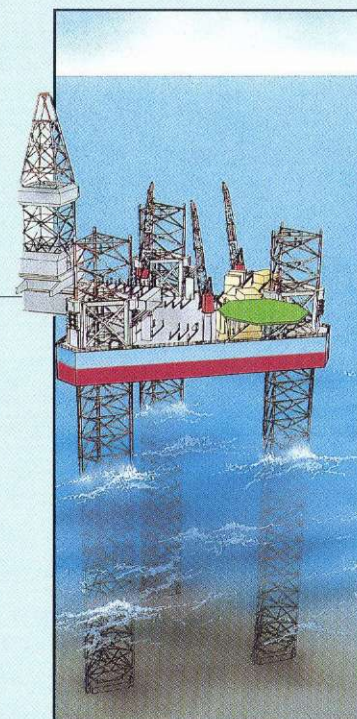


perfect condition at Copenhagen Free Port, and a few days later, the gift from Tokyo was delivered to Louisiana. When the snow had disappeared from the garden and Spring showed signs of being on the way, the unique work of art was unpacked and placed in the museum's garden. Now everyone who visits the beautiful museum in Humlebæk has the chance to see the sculpture.

Drilling rigs take shape



The middle part of the hull of one of the new jack-up rigs, which the Shipping Company is having built in Singapore.



The floating crane "Asian Hercules" positioning one of the rig's corner blocks.

The two new jack-up drilling rigs which the A.P. Møller Shipping Company ordered at the beginning of 1990 from the shipyard, Far East Livingston Shipbuilding Ltd (FELS), in Singapore, are beginning to take up a good deal of room in the shipyard's dock.

In March, the middle part of the hull of newbuilding number B 222 was moved into FELS' dry dock to make room for the fitting of "legwells", ie that part of the hull where the rig's legs are placed, as well as the rig's feet, the so-called "spudcans". And at the same time, there had to be room in the dock for the other newbuilding B 223.

Preparations for such a move started with the fitting of temporary bulkheads near the wing tanks and legwells and the blocking off of all hull lead-ins, in order to give the hull sufficient buoyancy. When every-

thing was ready, the dock was gradually filled with water, so that any leakages could be controlled.

After the moving, it was then possible to place and fit the three "legwells". FELS' own floating crane, "Asian Hercules" was used for the job of lifting the corner blocks into place.

The moving of B 222 and the fitting of the three "legwells" started on 1st March, and the operations were completed on 26th March.

At present, the cantilever is being made. The cantilever supports the rig's derrick and will make it possible for the derrick to be supported 18 metres out from the hull.

Bombay – the good bay

The photo shows the lunch box carriers. This is a unique feature of Bombay, where these carriers (Dabbawallas) collect the tiffin boxes from the homes of thousands of Bombayites, deliver the home-cooked food to their offices just in time for lunch and take the empty boxes back to their homes in the evening. It is interesting to note that there is a close similarity between the transportation system followed by the world's Container Operators and the tiffin carriers of Bombay.

The story of Bombay city is both fascinating and exciting. From obscure, humble beginnings as a set of seven small islands, the city has risen to such eminence that today it is the most important commercial, industrial and transport centre, and one of India's fastest growing cities.

The name Bombay, or Mumbai as it is known in the local language Marathi, is said to be derived from the name of the local deity, Mumbadevi. The Portuguese, predecessors of the British, preferred to think of the name as Bom Beim – the good bay – an apt name for this excellent port.

The city now stretches 14 miles into the Arabian Sea to the South, West and East. The maximum width of metropolitan Bombay is no more than three miles, and into this narrow strip are squeezed the majority of the city's population of over 10 million, its commercial enterprises, its docks and warehouses and much of its industry, including almost the whole of its important textile industry.

Bombay is the home of people of all Indian creeds and cultures, and as such is numbered among the most cosmopolitan cities of the world.

The Gateway to India

The city has been blessed with a perfect natural harbour, which was developed by the British. Once the Suez Canal was opened in 1869, the import/export trade shifted from the East Coast to the West Coast of India, and the Port of Bombay became the gateway to the whole of India.

The port serves virtually the entire country, and at present handles 40% of general cargo traffic, 30% of oil traffic and 55% of container traffic. All in all, the port handles a total of 25% of all India's sea-borne trade.



The new Maersk Agency India office in Bombay.

The port of Bombay today handles more than 300,000 TEU's which is far in excess of its designed capacity. With limited scope for further expansion to meet the demands of the increasing cargo traffic, a satellite port across the harbour on the islands of Nhava Sheva, was conceived. The new port, named after independent India's first Prime Minister, as Jawaharlal Nehru Port, was commissioned in the summer of 1989.

This new port signals a watershed in the evolution of Indian ports, a sharp departure from labour oriented port operations – a break with tradition in favour of a swing towards mechanisation and computerisation. Built at a cost of approximately USD 1 billion, it incorporates the state-of-the-art technology in container and bulk handling equipment, modern work practices and interna-

tionally accepted productivity norms. With the relaxation of cabotage laws by the Government of India, and linkages with rapidly increasing ICD's in the country, especially those in North India, it is plausible that the new port will emerge in the next few years as a dominant port of the region and as a major transshipment point.

Maersk in India

The association of Maersk Line with India began in 1951 with the commencement of its regular Liner service to the Malabar Coast. Vessels began to call regularly at the port of Bombay, but traffic gradually decreased and in 1980 ceased altogether, due to the closure of the Wayport service. However, regular calls at Bombay were resumed in 1981 with E-type vessels, and 1984 saw the commencement of the Optima Service and also the introduction of a regular fortnightly feeder service between Bombay, Karachi and Dubai.

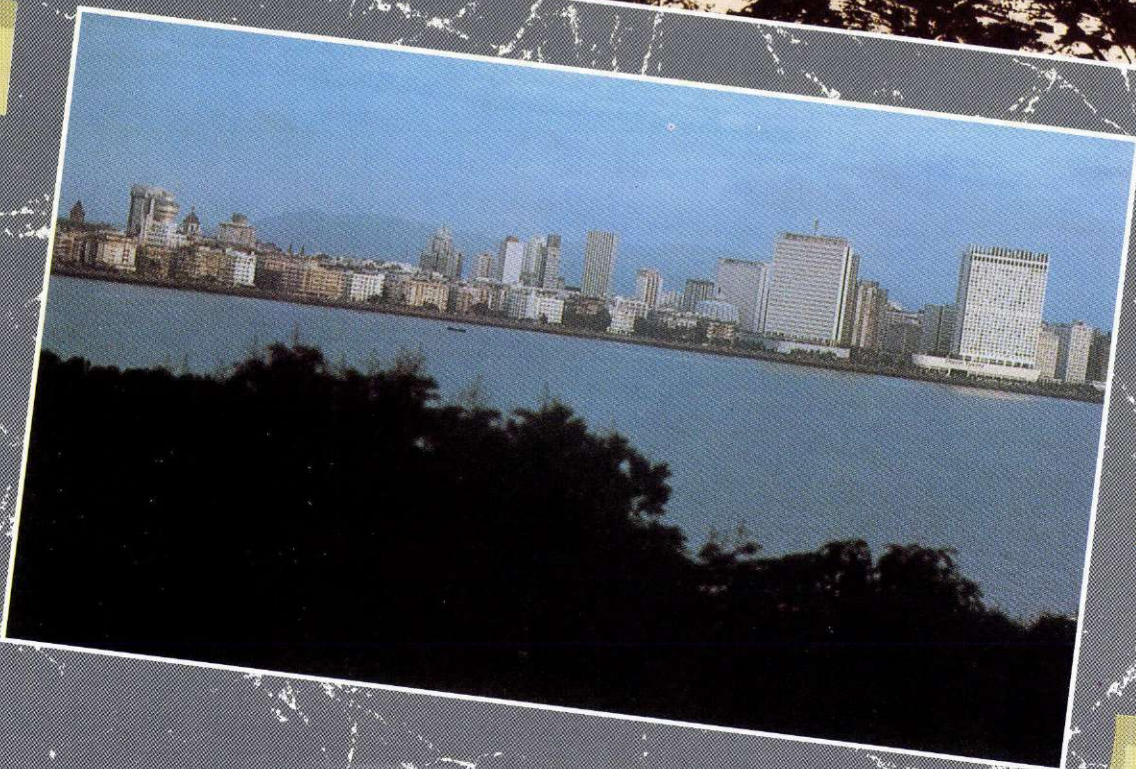
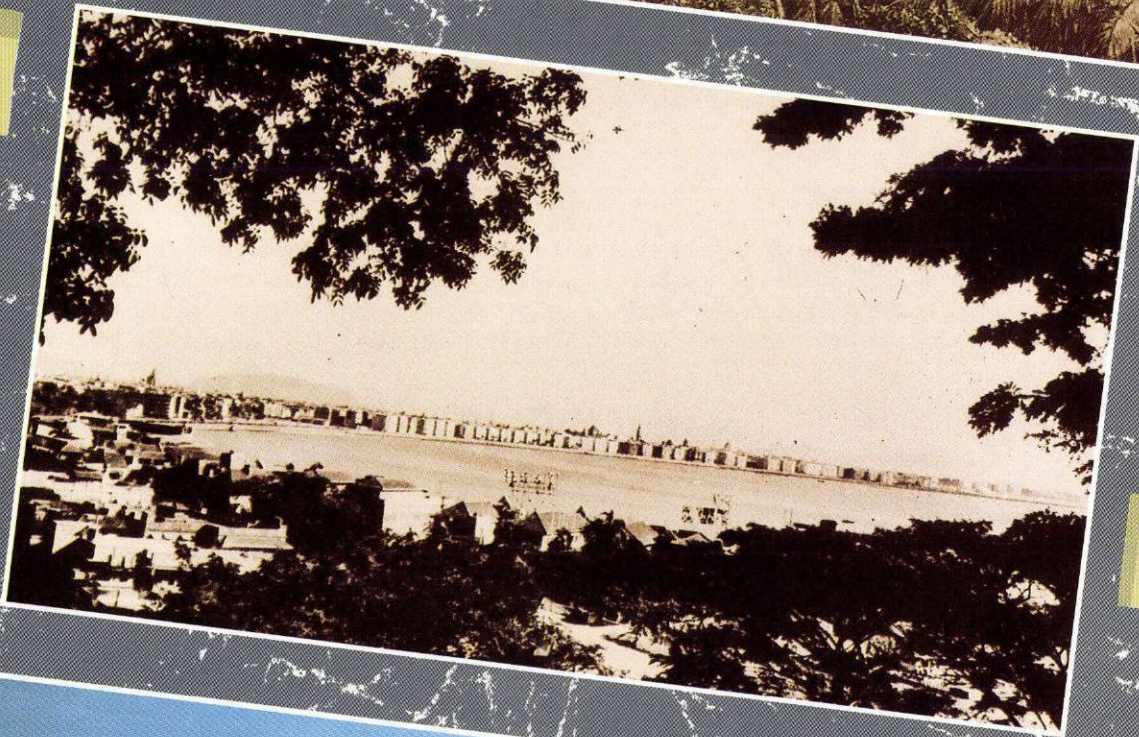
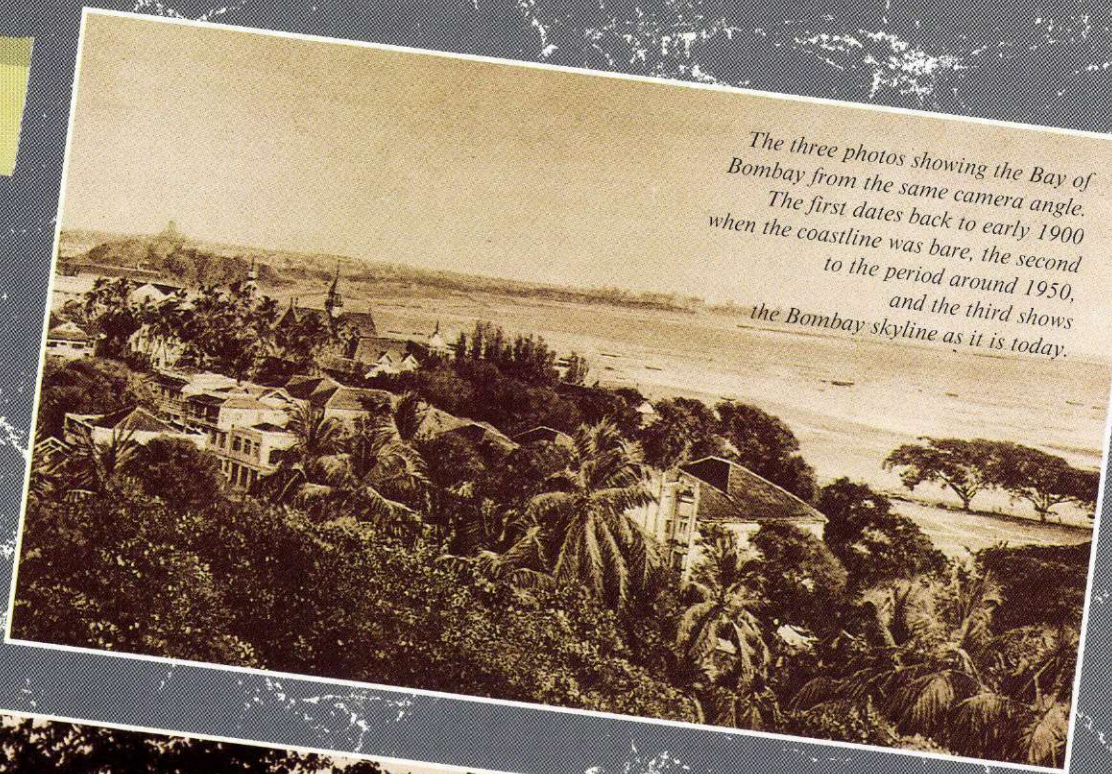
In 1985, for the first time an Owner's Representative was appointed in Bombay. The same year saw the commencement of Maersk Line Service of the North India sector through the Inland Container Depot in New Delhi and in 1988, Maersk Line extended its service to the East Coast of India from Calcutta and Madras.

In keeping with Maersk Line's strategy to integrate agency functions in global operations, in the autumn of 1989, Maersk Agency India Private Limited entered into collaboration with the Thapar Group. This is India's fifth largest business enterprise with diverse activities including the manufacture of aper, chemicals, edible oil, textiles, engineering and consumer products such as fans, telephones, televisions, and computers. New projects for further diversification and expansion of the Group are at present on the drawing board.

Maersk India took over as General Agents for Maersk Line on 6th August 1990, with its head office in Bombay, branch offices in New Delhi, Madras and Calcutta and sub-agency representation in Cochin, Tuticorin, Bangalore and Kandla, thereby offering Indian trade total coverage of this vast country.

RABINDRA GAITONDE, Maersk Bombay

The three photos showing the Bay of
Bombay from the same camera angle.
The first dates back to early 1900
when the coastline was bare, the second
to the period around 1950,
and the third shows
the Bombay skyline as it is today.



The Royal Danish Naval Museum – a maritime experience

Thanks to a magnificent donation from the A.P. Møller and Chastine Mc-Kinney Møller Foundation, the Royal Danish Naval Museum was able to throw open its doors in a newly-restored wing of the old Naval Hospital, Søkvesthuset, in Copenhagen. The four-storey building dates from 1780 and has a ground-plan which measures 60 metres by 15 metres. With its high ceilings – 4.5 metres – and the uncomplicated way the rooms are laid out, the building is ideally suited for its present function. The two main floors have been preserved in more or less their original fashion, i.e. with large spacious rooms which, unlike the majority of 18th-century houses, do not feature fine wooden panels, stucco ceilings or other forms of decoration which would have had to be taken into consideration in conversion to another use. The greatest changes have been made to the top and bottom floors of the house. The hitherto unused loft area under the great mansard roof has been utilised as administration offices as well as for ventilation and other technical installations, and the old cellar with its low ceilings has been dug out, and now houses the main entrance and foyer, a cafeteria and the museum workshop.

The way the Navy's fine old collection of models, the beautiful old house and the extremely well thought out plan combine in perfect harmony could not be more fortunate. The building provides the ideal framework for an up-to-date and varied collection and, in addition to its main task of researching into and presenting the Danish Navy's history, personnel and vessels to the people of today, the museum should be able to extend its scope and show other maritime subjects of more general interest. This must be a natural obligation for a museum which is the only one of its kind in the old city of Copenhagen with all its seafaring traditions.

The museum, although first founded in 1957, has connections which go a long way back in history. In 1670, the "Royal Model Chamber" was founded by royal decree. This was an institution, which not only took care of existing model ships, but was also obliged to ensure that a model of every vessel built for the fleet was made and preserved. Over the years, this became an important collection of model ships and sketches of ship's decoration, cranes, dredgers, workshop machines and other technical devices.

Later, part of the collection was lost through fire and military operations, but there is still enough left to give a coherent picture of the history of the Navy, its



The Royal Danish Naval Museum is a living museum, where the maritime exhibits are regularly changed around. The lowest picture shows the work on the building of a submarine, which is part of the latest exhibition.



vessels and the developments in naval technology throughout the last 300 years. Parallel with its permanent exhibition, the museum does its best to live up to its obligations. In 1990, on the occasion of the 300th anniversary of his birth (Mærsk Post 3/1990), there was a special exhibition in honour of Peter Wessel Tordenskiold, and this year there is an exhibition on the theme of the Atlantic liner the "TITANIC", which so tragically sank on her maiden voyage in 1912.

The next important event at the museum will be the completion of that part of the permanent collection which shows more modern naval history. The main attraction will be a mock-up of the central section of one of the last Danish-built submarines, built to scale and including the control room with a periscope and other

The Royal Danish Naval Museum was established in 1957 and is the museum of the Danish navy.

From 1957 to 1978, part of the museum's collection of model ships and weapons was exhibited in the loft of the Church of St. Nicholas in Copenhagen.

And for several years a small part of the collection was kept at Valdemar Castle, at Tåsinge on Funen. From 1984 to 1989 the collection was stored at the Royal Dockyard.

In 1985, the Ministry for Cultural Affairs and Communications placed a wing of the old Naval Hospital in Christianshavn at the disposal of the Naval Museum. The Ministry granted the sum of DKK 5.8 million to start on the necessary restoration of the interior of the premises.

A donation from the A.P. Møller and Chastine Mc-Kinney Møller Foundation made a complete restoration of the premises possible.

On 4th October 1989, Her Majesty Queen Margrethe opened the permanent exhibition in the Royal Danish Naval Hospital, Søkvesthuset.

The museum's collection consists of over 300 model ships, ships' fittings, weapons, artillery, nautical instruments, uniforms, naval paintings etc.

machinery, the radio room, the mess and the galley. A mock-up is of course, only the next best solution, but as it is impossible to exhibit a full size submarine in the museum, the mock-up must be accepted as the best compromise between what is desirable and what is possible.

The plans for exhibitions for 1992 and subsequent years are still in the melting pot, and are naturally dependent on other developments in the museum. The museum is working on the dual task of creating an institution which not only puts on exhibitions of new topics of maritime interest, but also hopes to become the natural centre for research and knowledge of maritime history.

OLE VENTEGODT, Chief Curator

Rounding up...

New ship: the "JESSIE MÆRSK"

On 2nd March 1991, the second newbuilding in the series of LPG tankers from Hyundai Shipyard was christened the "JESSIE MÆRSK" at the shipyard in Korea.

The sponsor was Mrs. Ragna

Lavesen, wife of the Chairman of the Board of D.O.N.G., Mr. Holger Lavesen.

The "JESSIE MÆRSK" has the newbuilding number 669, and the vessel was delivered to the A.P. Møller Shipping

Company on 20th March 1991. At the moment, the gas tanker is sailing LPG from Venezuela to other parts of South America for the Venezuelan State Oil Company, Corporen.

After a successful christening ceremony, the specially invited guests and the crew line up to be photographed.



Foundation donates scanner to State University Hospital

The A.P. Møller and Chastine Mc-Kinney Møller Foundation has donated DKK 4.5 million to the neonatal department of the State University hospital in Copenhagen, which has become internationally known for its research into the causes of brain damage in infants. The money is to be used to develop a scanner for newborn babies.

A scanner produces a picture which shows the blood supply to each individual area of the

brain. The donation from the Foundation means that Professor Bent Friis-Hansen and Doctor Gorm Greisen will have the opportunity of developing the scanner, which at present is used on adults all over the world, so that it will also be able to register minute areas of the brain in newborn babies.

It is expected that examinations with the new scanner will provide an important contribution to the research

into the causes of brain damage sustained immediately after birth. Subsequently the scanner can be used in the treatment of extremely premature babies as well as babies who have been subject to lack of oxygen during birth.

The new scanner will be made with a newly-constructed, highly sensitive type of lens, which can give a picture of the brain's blood supply in tiny areas which previous scanners have been unable to register.

A new feature of the scanner is that it will be mobile, which gives the great advantage of being able to examine the newborn babies in the wards, so that treatment and care need not be interrupted. The mobile scanner will also make possible the examination of acute cases of illness in infants.

The scanner is expected to be in use by the end of 1991.

Rounding up...

Maersk offices in Hungary and Ghana

Maersk Line has opened offices in Budapest, Hungary. On 1st February 1991 the office of the Maersk Shipping Agency Co. Ltd. was opened. The picture shows the three members of staff at the office, Mrs. Eva Mark, Mr. Akos Ferenczi and the Manager, Mr. Vagn Petersen.

Exactly a month later, on 1st March, Maersk Line opened an office in Ghana. MAERSK GHANA LIMITED is the name of the office, and Allan P. Rosenberg is the General Manager.



Quality Management System – Salmis, Aberdeen

Salmis (Marine and Industrial) Limited, Aberdeen are pleased to announce that, as of 12th February 1991, they have gained Lloyds Register and Quality Assurance accreditation for their Quality Management System.

This is believed to be a "first" in the oil and petrochemical industry for a multi-discipline

service company. It is obviously a very important milestone in the development of the company and represents a major step in their aim for continual enhancement of the quality of service that Salmis provides.

In order to effect continuous improvement and quality of service and to reduce the "cost

of quality", Salmis has also embraced the philosophy of Total Quality Management. This involves a programme of seven phases. Extensive in-house training has taken place and task teams have been formed to investigate several areas of Key Improvement Potential.

As the programme develops,

Salmis hope to be able to share their experience with other companies within the Group.

W.M. ALLAN, Salmis
(Marine and Industrial) Limited

Smoking chimneys on the "MARIE MÆRSK"!

The "MARIE MÆRSK" looks impressive with two newly acquired extra chimneys. This is a snapshot of the vessel in Antwerp, and the smoking chimneys are an optical illusion, as they belong to a power station on land.



Olympic torch crosses the Pacific on board the »BRIGIT MAERSK«

The 1991 Winter Universiade was held between 2nd and 10th March 1991 in Sapporo, Hokkaido, Japan, where about 700 students from 34 different countries competed in the skating and skiing championships. Throughout the period, the Olympic Torch burned high up over the main stadium of Sapporo. The Fire had been carried from the Flame of Peace in Hiroshima.

As the Summer Universiade is to be held in Sheffield, England, three students from the University of Sheffield and the Sheffield Polytechnic

came to Sapporo to take the Fire back with them. It was transferred to a golden lantern, and was kept alight all the way to Sheffield, in the care of the three students. At the request of the XVI Universiade Organisation Committee, the Flame made the Trans-Pacific voyage from Tokyo to Tacoma on board the »BRIGIT MAERSK«.

The vessel came alongside the Maersk Ohi Terminal at the port of Tokyo around midnight on 15th March. The three students were introduced to Captain J.M. Waller,

who was to look after them during the voyage, and the vessel sailed at 04.30 on 16th March.

The lantern containing the Fire will be taken through Canada and the United States, stopping at cities where the Universiade will take place

In the Captain's cabin.

in the future. Later it will be taken across the Atlantic to the United Kingdom, arriving in Sheffield in early July, in time for the opening of the 1991 Summer Universiade.

JEREMY T. HAYCOCK



Galileo Danmark A/S

On 1st January 1991, Galileo Danmark A/S, which is a wholly-owned subsidiary of Mærsk Data AS, took over the Swedish company Galileo Nordisk AB from The Galileo Company Ltd.

GALILEO is an EDP-based reservation system for aircraft, hotels and car rentals.

GALILEO's data base comprises information from over 400 airlines, more than 20,000 hotels, 37 car-hire firms and many other services aimed at travellers. The system has been developed with a view to serving travel bureaux

all over the world, and outside the USA, it will replace the Apollo system from Covia/United Airlines.

Through their "on-line" computer connection to Galileo, over 60 airlines have the opportunity to make direct reservations or bookings. This also goes for car rentals.

By taking over the Swedish Galileo company, Galileo Danmark has also taken over the responsibility for marketing, sales and installation throughout the Nordic countries.

The Galileo Company Ltd. was

established by Aer Lingus, Alitalia, Austrian Airlines, British Airways, KLM, Olympic Airways, Sabena, Swissair, TAP Air Portugal and Covia, which is a subsidiary of the American airline, United Airlines.

The Managing Director of Mærsk Data, Mr. Steen H. Knudsen, and the President of Galileo

International UK, Mr. John Zeeman, signing the contract to take over Galileo Nordisk AB.

Standing are Mr. Flemming Jensen, A.P. Møller, Mr. Mervyn Walker, Galileo International, Mr. Jan Zneider, Galileo Danmark and Mr. Carl Knudsen, Galileo International.



A rewarding month for MAERSK HONG KONG

The month of March was an extremely rewarding one for the Maersk Hong Kong Group. Not only were we named Best Container Carrier

between Asia and Europe for the fourth consecutive year, but also Best Shipping Line between Asia and North America and Best Multimodal

Operator. If that were not enough, we were also declared the winner of the Hong Kong Operations Management Award 1990.

All these awards give prestige to the Maersk name in Hong Kong, but especially the last one, which is not confined to the shipping branch but covers all industries in Hong Kong.

The Management Awards Programme is organised by The World Executive's Digest in co-operation with The Asian Institute of Management. A total of 1,006 entries were evaluated by the panel of judges, and later narrowed down to one final winner in each of six categories. Among the other category winners

were Cathay Pacific, The Hong Kong Bank and China Light & Power Co.

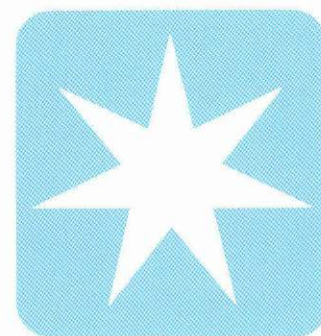
According to the organizers, the award was for »outstanding productivity in the production and delivery of quality goods and/or services«. This is naturally highly motivating to the staff of Maersk Hong Kong, and encourages us all to make further efforts towards our goal »zero faults«.

The picture shows our Managing Director, Mr. Henrik H. Zeuthen receiving the award from Hong Kong's Chief Secretary, Sir David Ford.

BELINA CHICK,
Maersk Hong Kong Ltd.



Personalia



ESPLANADEN



40 Years Anniversary

1. Per Jacobsen
16 July

25 Years Anniversary

2. Troels Strange Petersen
1 August
3. Knud Clausen
1 August
4. Poul H. Thomassen
1 August
5. Erling Pedersen
15 August

Retiring

6. Jørgen Rokkjær
1 September
7. Ole Weiss Fogh
1 September

ORGANISATIONS ABROAD



25 Years Anniversary

1. Ng Kam Chuen (Brigantine, Hong Kong)
12 February
2. Gianfro Chitra (Maersk Line, Medan)
1 June
3. Chang Choon Wui (Brigantine, Hong Kong)
4 July
4. Leung Tai (Brigantine, Hong Kong)
4 July
5. Fong Siu Keung (Brigantine, Hong Kong)
16 July
6. Henrik H. Mauritsen (Maersk Line, Senegal)
1 August
7. Peter K. Miller (Maersk Bangkok, Branch)
1 August
8. Herlina Yo (Maersk Line, Jakarta)
6 August
9. Jan Einar Madsen (A.P. Moller, Singapore)
31 August
10. Yeung Hing (Brigantine, Hong Kong)
10 September

THE FLEET



40 Years Anniversary

1. Arne O. Mortensen
28 August

25 Years Anniversary

2. Preben Jørgensen
21 June
3. Peter Nielsen
21 June
4. Peder Hansen
21 June
5. Palle Nicolaisen Smidt
28 June
6. Christian F.K. Rasmussen
5 July
7. Freddy A. Storm Rasmussen
2 August
8. Eli Severin
2 August
9. Finn Buus Nielsen
2 August
10. Jørgen Andersen
9 August
11. Bent Claville Jensen
9 August
12. Peter Henriksen
9 August

THE YARD



13



14



15



16



17



18



19

13. Robert Martin Holm
30 August
14. Kenneth Strandberg Madsen
30 August
15. Niels Villy Bech
6 September
16. Hans Egon Madsen
13 September
17. Knud Arne Ingolf Hansen
13 September
18. John Åge Classen
20 September

Retiring

19. Poul Flemming Jacobsen
31 July

NORFOLK LINE



1

25 Years Anniversary

1. John McBride (Great Yarmouth)
25 July

THE FLEET



1



2



3



4



5

40 Years Anniversary

1. Chief Steward Poul Edvard Vigsø
25 July
2. Chief Steward Mogens Kristian Petersen
24 September

25 Years Anniversary

3. Captain Jørn Peter Sørensen
16 August
4. Captain Fritz Juul
30 August
5. Captain Kjeld Ove Islund
5 September

DISA



1

40 Years Anniversary

1. Jørgen Øder Madsen (Herlev)
10 August

MÆRSK DATA



1

Retiring

1. Fritz Jensen
31 August

BUKH



1

25 Years Anniversary

1. Jens E. Jensen
23 April

ROULUNDS



1



2



3

25 Years Anniversary

1. Holger Jacobsen
15 August
2. Paul Åge Nielsen
22 August
3. Einer Jensen
26 September

Obituary

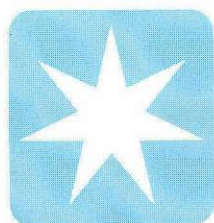
The A.P. Møller Companies regret having to announce the following deaths:

Vagn Ove Jørgensen Roulunds 3 February	Ivan Knibbe Larsen Lindø 10 April
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Erik Jørgensen DISA 12 February	Jørgen Kjer Mørch Maersk Air 21 April
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Mogens Granly Roulunds 26 February	Jan Teglbjerg Jensen ex »EVELYN MÆRSK« 25 April
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Jesper Nielsen Lindø 7 March	Kurt Normann Olesen Maersk Drilling 7 May
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MÆRSK